

# BookletChart™

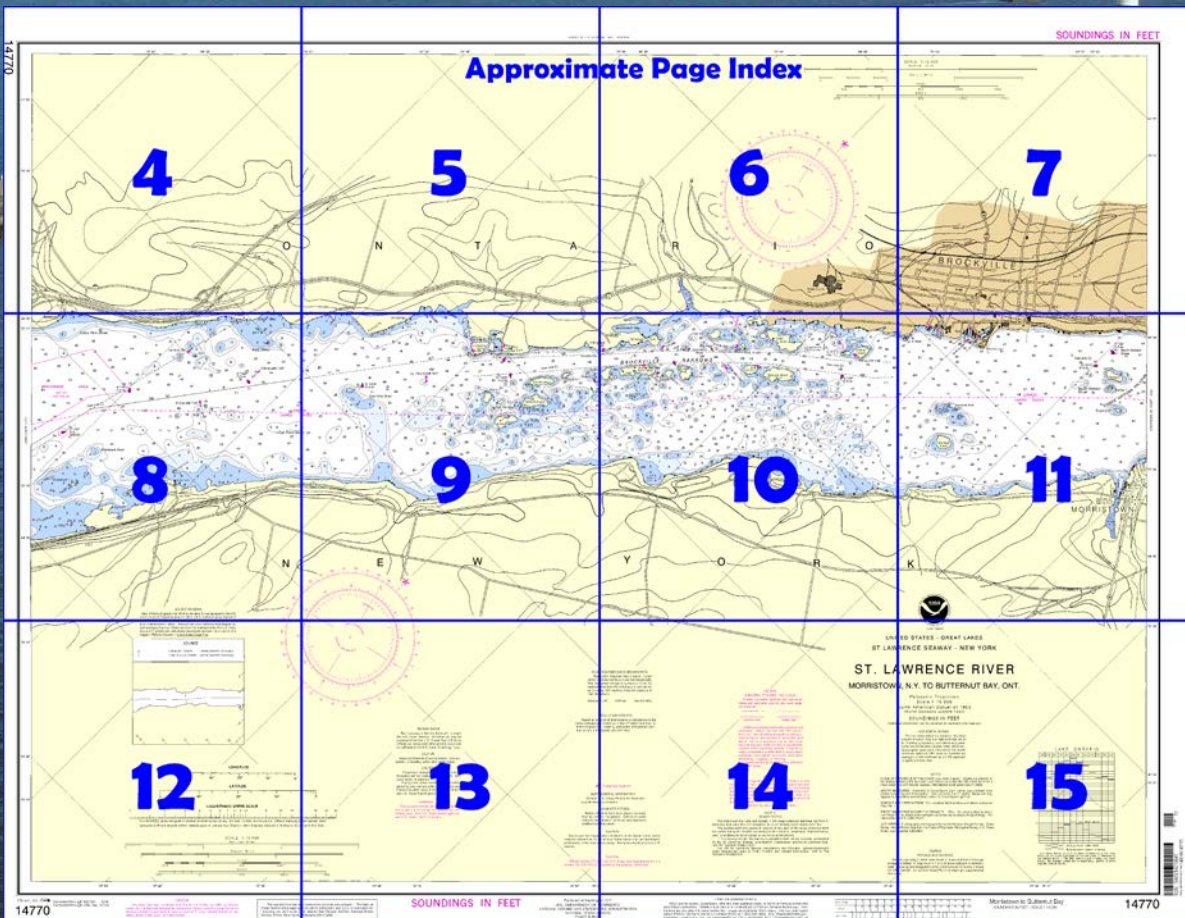


## **St. Lawrence River – Morristown, NY, to Butternut Bay, Ont. NOAA Chart 14770**

*A reduced-scale NOAA nautical chart for small boaters  
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14770>



#### (Selected Excerpts from Coast Pilot)

**Morristown, NY**, is a small-craft harbor on a small inlet on the southeast side of the river opposite the Three Sisters Islands. **Small-craft facilities.**—A public dock and launching ramp are on the east side of the inlet. In 1977, a depth of 10 feet (3 meters) was reported alongside the dock. Two marinas at Morristown provide transient berths, gasoline, diesel fuel by truck, water, ice, electricity, sewage pump-out, some marine supplies, and a launching

ramp. A 5-ton mobile lift is available for hull and gasoline engine repairs. **Brockville, ON.**—The following is extracted (partial) from **Canadian Sailing Directions CEN301, St. Lawrence River, Chapter 3**. It is to be

noted that the units of miles are nautical miles.

The city of **Brockville**, with a population of 21,957 (2006), is on the northwest shore 10 miles southwest of Prescott. The downstream limit of the harbour is 0.1 mile southwest of McNair Island; the upstream limit is near **Smith Island** and **Refugee Island** (44°34'N., 75°42'W.). Brockville has bus and rail services. By the Seaway channel, Brockville is 119 miles from Montreal.

The Canada Border Services Agency (CBSA) has an office in Brockville. For more information, contact the Border Information Service, at 1-800-461-9999 for service in English or 1-800-959-2036 for service in French, or visit: <http://www.cbsa-asfc.gc.ca>.

**Blockhouse Island**, connected to the mainland by a causeway at its northeast end, is a municipal park. **Tunnel Bay** is the inner end of the basin protected by Blockhouse Island.

A **submerged water intake** 0.3 mile northeast of Blockhouse Island extends 220 m (722 ft) offshore.

Brockville Public **wharf**, on the Blockhouse Island jetty, is 142 m (466 ft) long and had depths of 0.6 to 3 m (2 to 10 ft) in 2006. Facilities included dockage with power and water, picnic area, pay phones and ice.

The stretch of river from Brockville upstream to Lake Ontario is thickly strewn with large and small islands known as the **Thousand Islands**. No attempt is made here to mention each island and shoal in the group. The nautical charts are the best guide and are a necessity for navigating any portion of this stretch.

**Brockville Narrows** is a partially dredged reach about 3 statute miles (2.6 nm) long that extends upstream from just above Brockville. The channel leads close to the Canadian shore through a group of islands that fill the river from bank to bank. The channel that parallels Brockville Narrows close to the New York shore is not suitable for deep-draft vessels. Numerous shoal spots of less than 2 feet (0.6 meter) are between the New York shore and the main channel.

Coming out of Brockville Narrows, the vessel route extends southwest between **Cole Ferry Shoal** and **Cole Shoal**. This reach is marked at the lower end by a **036°55'** lighted range. At **Whaleback Shoal**, about 3 statute miles (2.6 nm) above Brockville Narrows, the vessel route turns south southwest for 2.5 statute miles (2.2 nm) on the east side of **Bay State Shoal** and **Crossover Island**. This reach is marked by a **013½°** lighted range and by Chippewa Point Directional Light at the lower and upper end, respectively.

**Anchorage.**—A designated anchorage marked by buoys is on the west side of the vessel route abreast the turn at Whaleback Shoal.

**Calling-in point.**—Upbound vessels shall contact "Seaway Clayton" on VHF-FM channel 13 and downbound vessels shall contact "Seaway Iroquois" on VHF-FM channel 11 when approximately abeam of Crossover Island. After initial contact, vessels shall guard VHF-FM channels 13 (upbound) and 11 (downbound). (See the Seaway Handbook for details.)

A natural deepwater channel marked by lights and buoys leads southwest from the turn at Whaleback Shoal and roughly follows the Canadian shore north of **Grenadier Island**.

**Blind Bay** is a small inlet just east of Chippewa Point Directional Light. A sign marks the east side of the entrance. Several overhead cables with a reported least clearance of 28 feet (8.5 meters) cross the entrance channel. In 1977, a reported depth of 4 feet could be carried along the north shore to a marina in the northeast corner.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander  
9th CG District  
Cleveland, OH

(216) 902-6117



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

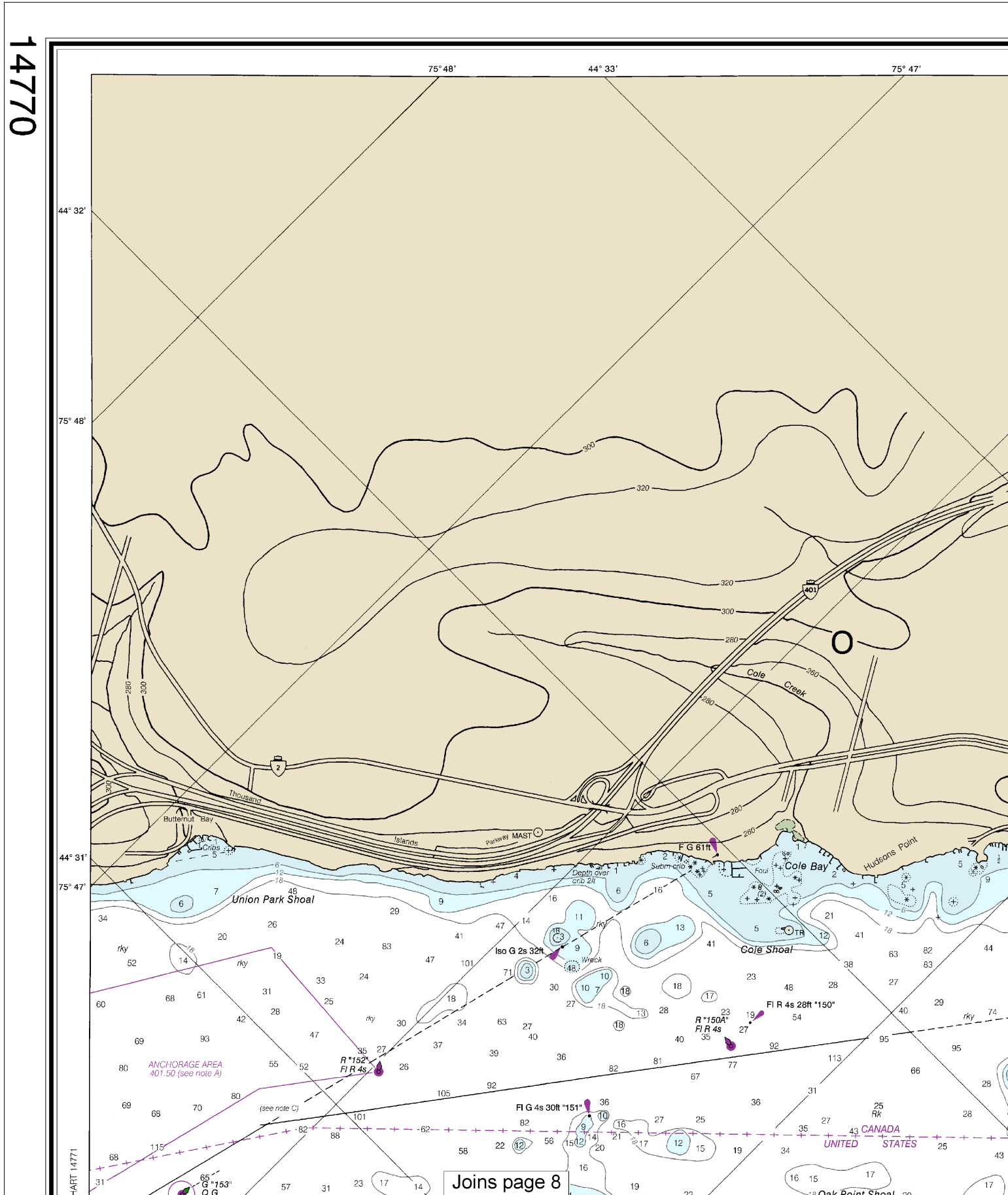
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



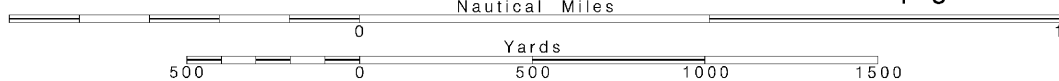
Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.



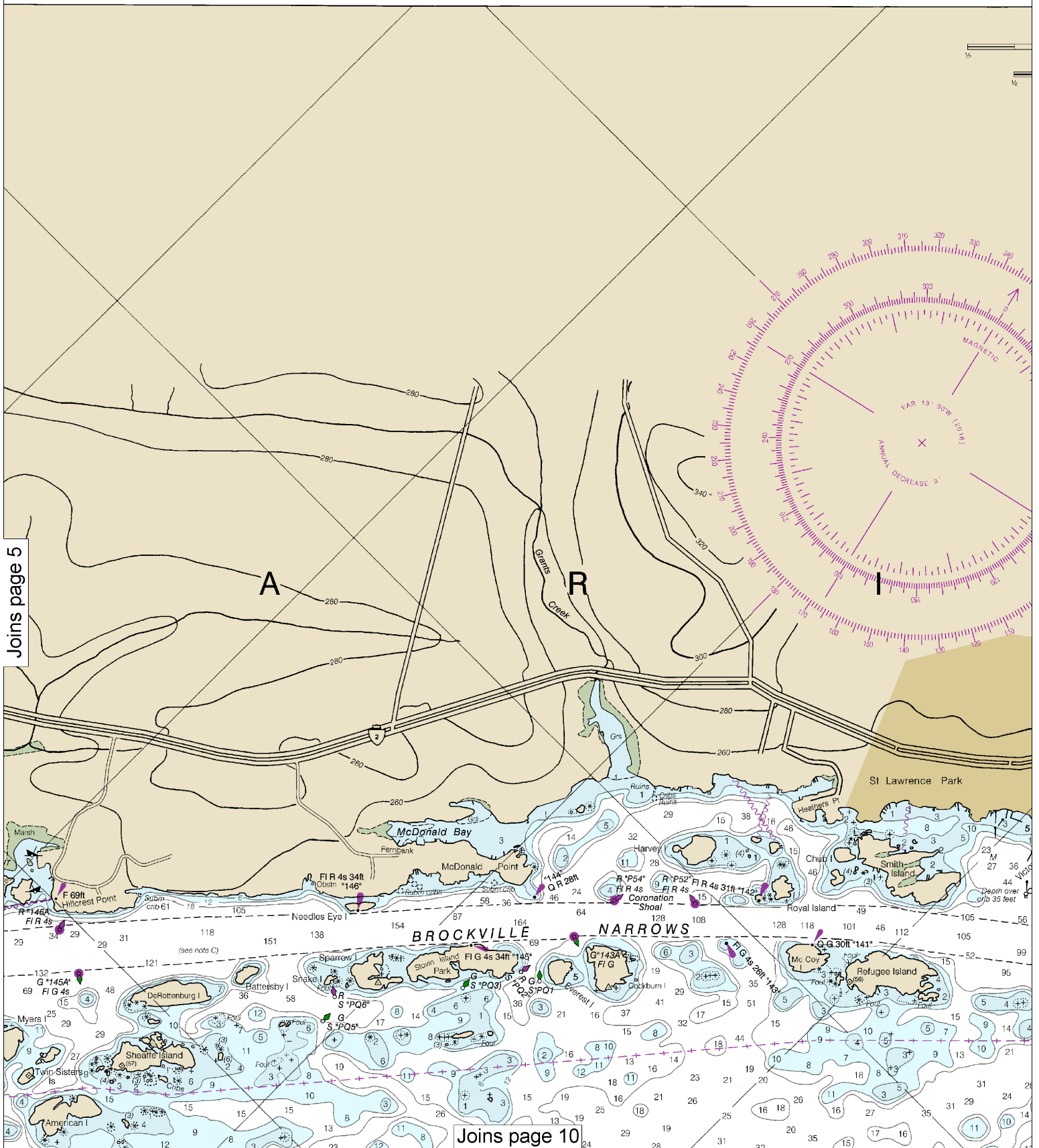


75° 45'

44° 35'

75° 44'

Joins page 5



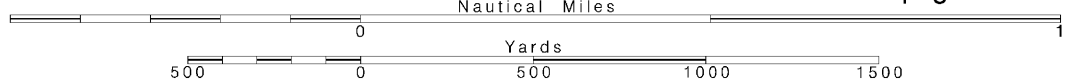
6

Note: Chart grid lines are aligned with true north.

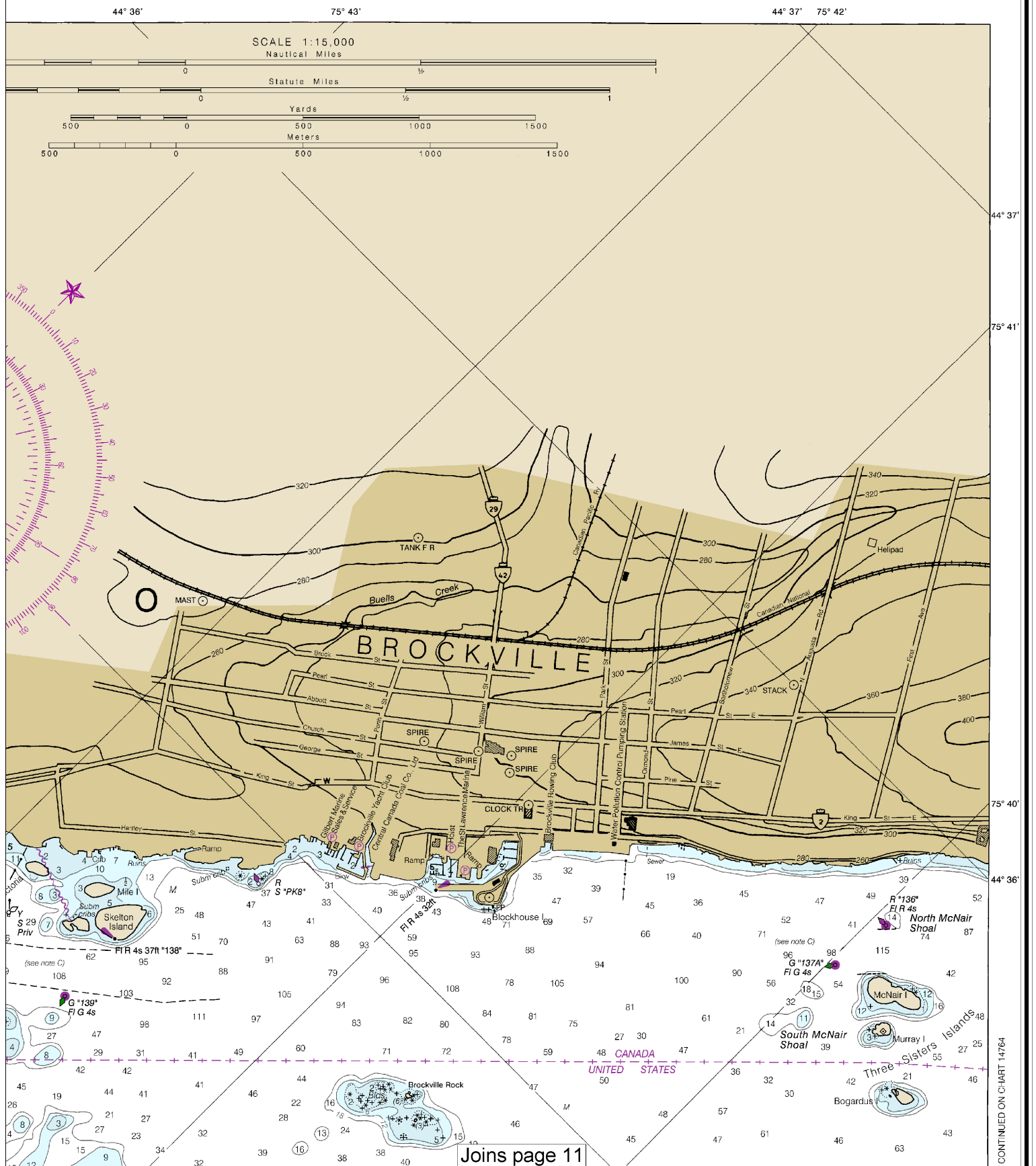
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See Note on page 5.

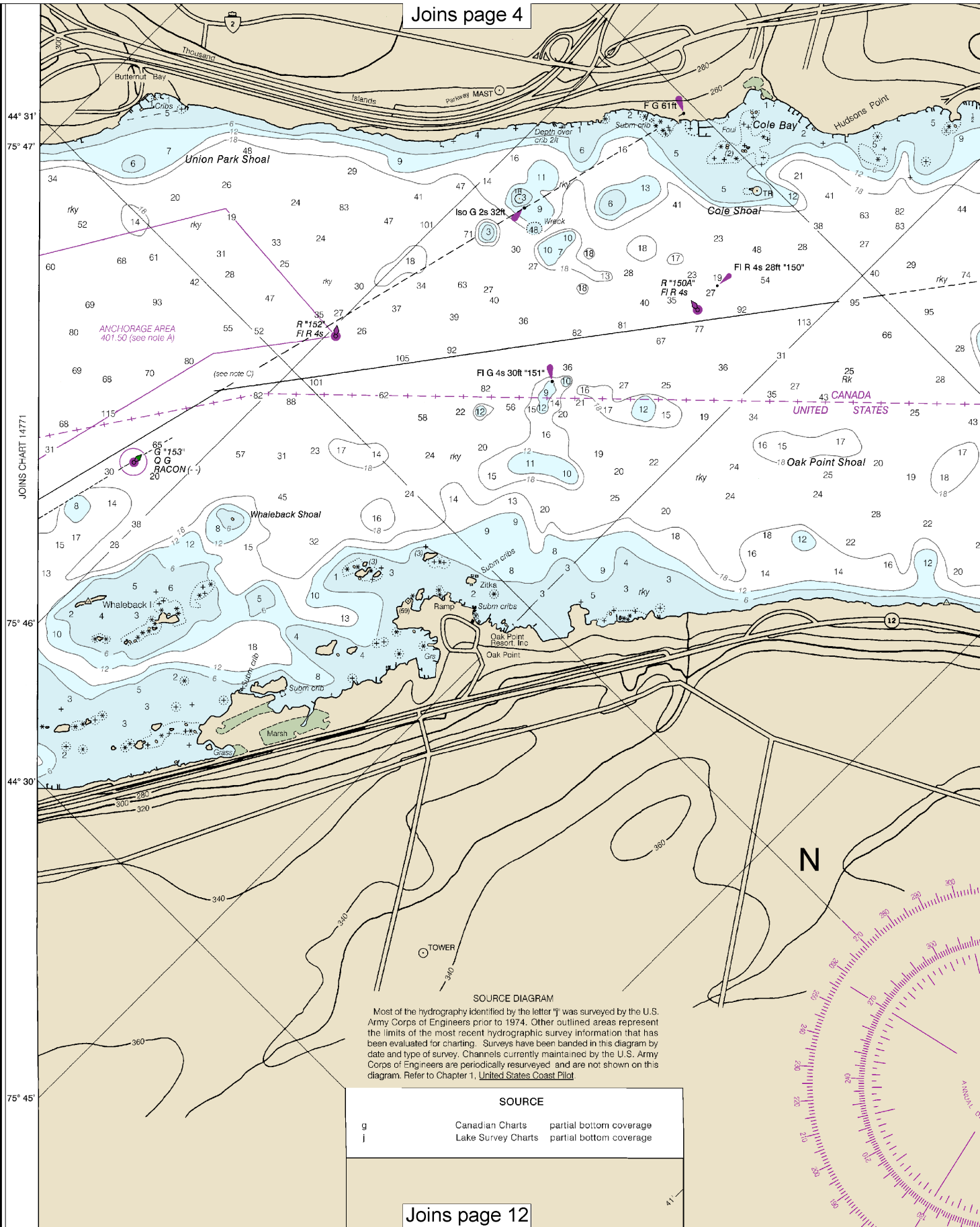


## SOUNDINGS IN FEET



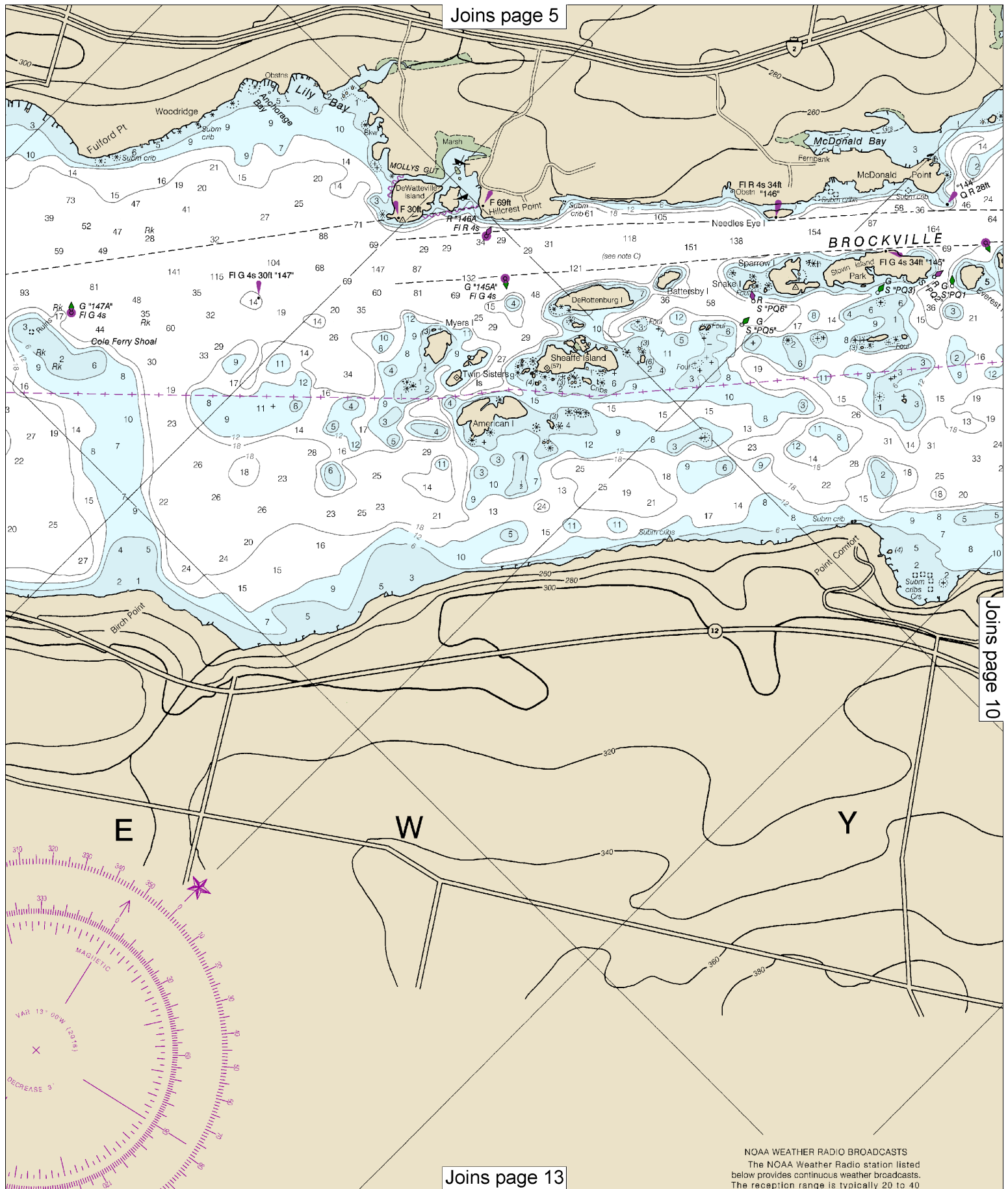
17th Ed., Oct. 2004. Last Correction: 4/25/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)







Joins page 5

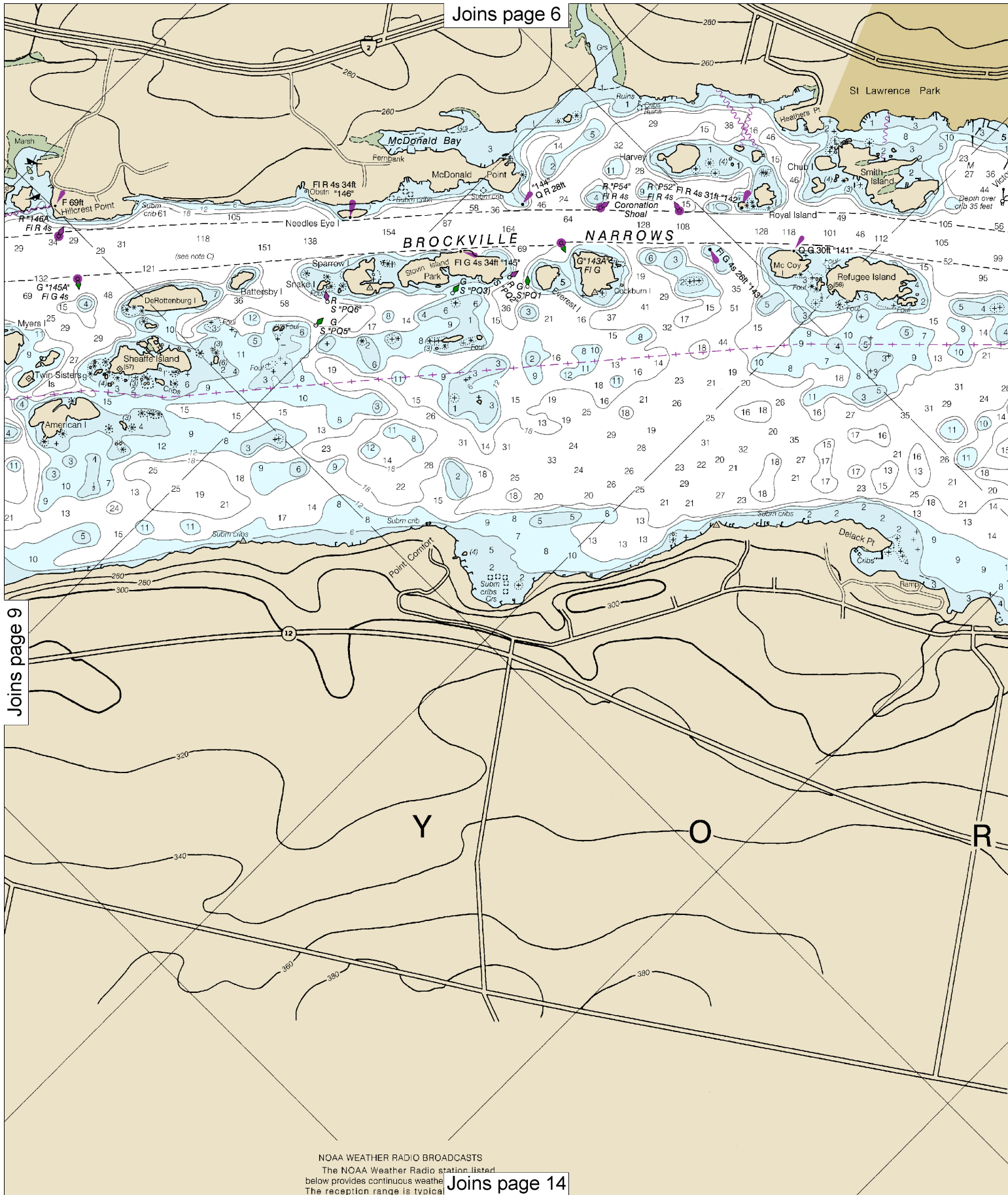


Joins page 10

NOAA WEATHER RADIO BROADCASTS  
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40

Joins page 13

Joins page 6

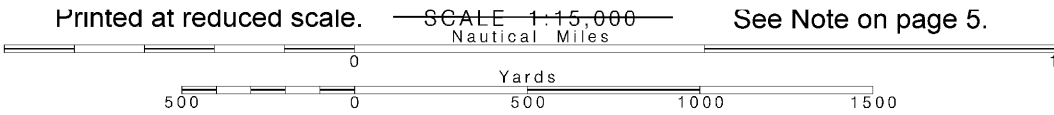


Joins page 9

Joins page 14

10

Note: Chart grid lines are aligned with true north.



Joins page 15





Joins page 8

N

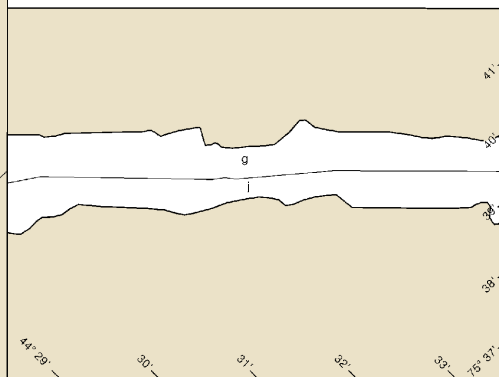
TOWER

#### SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

g	Canadian Charts	partial bottom coverage
i	Lake Survey Charts	partial bottom coverage



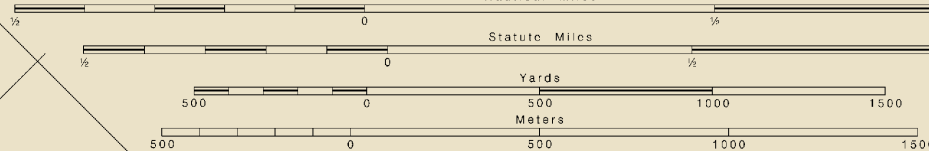
LONGITUDE

1' 45" 30" 15" 0"

LATITUDE

1' 45" 30" 15" 0"

SCALE 1:15,000  
Nautical Miles



SILLO  
(WESTERLY OF TWO)

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

14770

17th Ed., Oct. 2004. Last Correction: 4/25/2016. Cleared through:  
LNM: 4916 (12/6/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

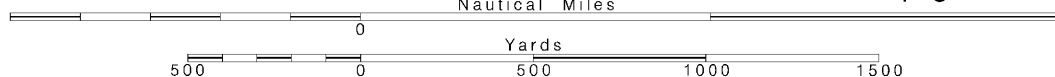
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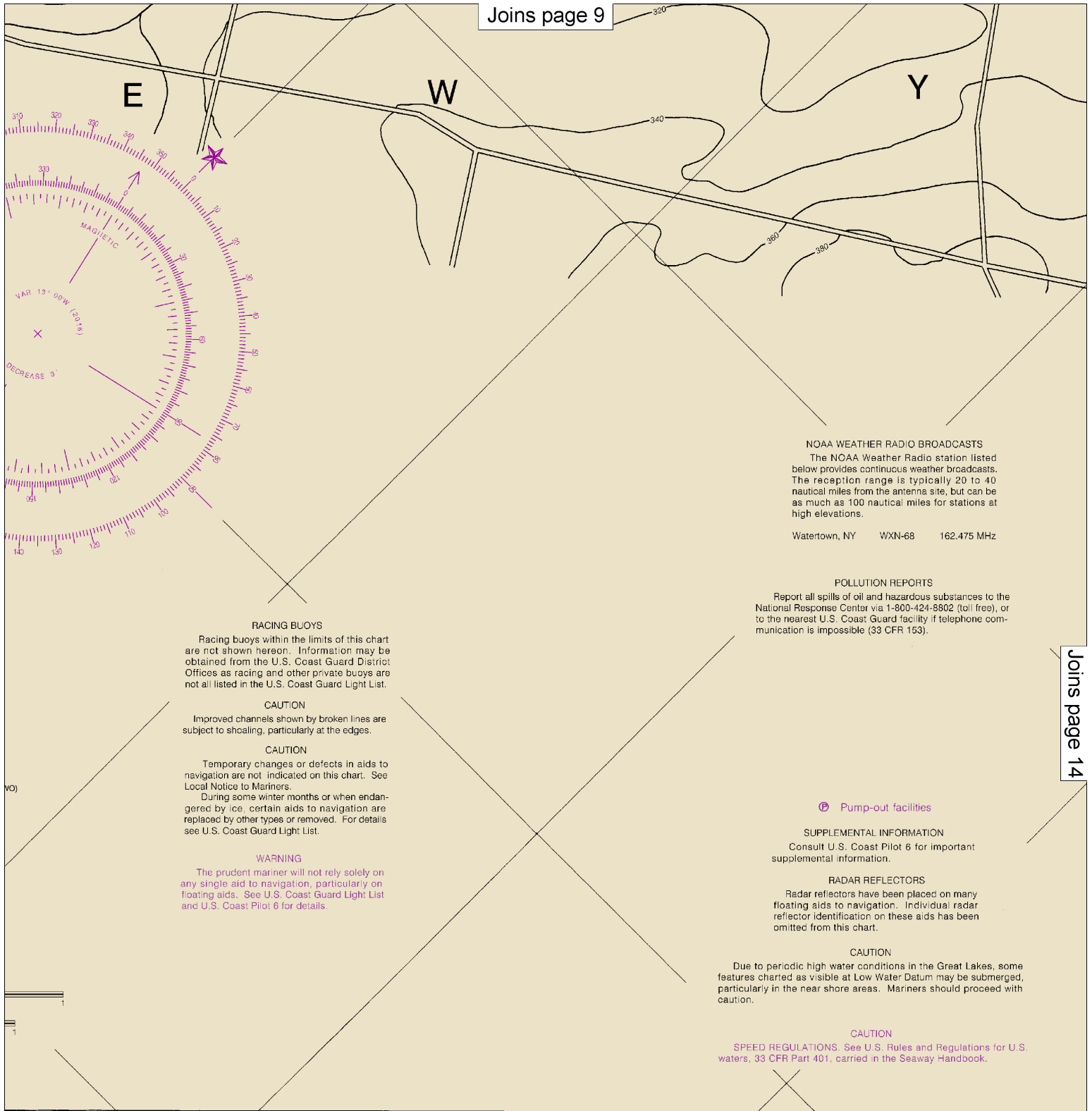
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





#### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Watertown, NY WYN-68 162.475 MHz

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### Pump-out facilities

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

#### CAUTION

SPEED REGULATIONS. See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.

44° 30'

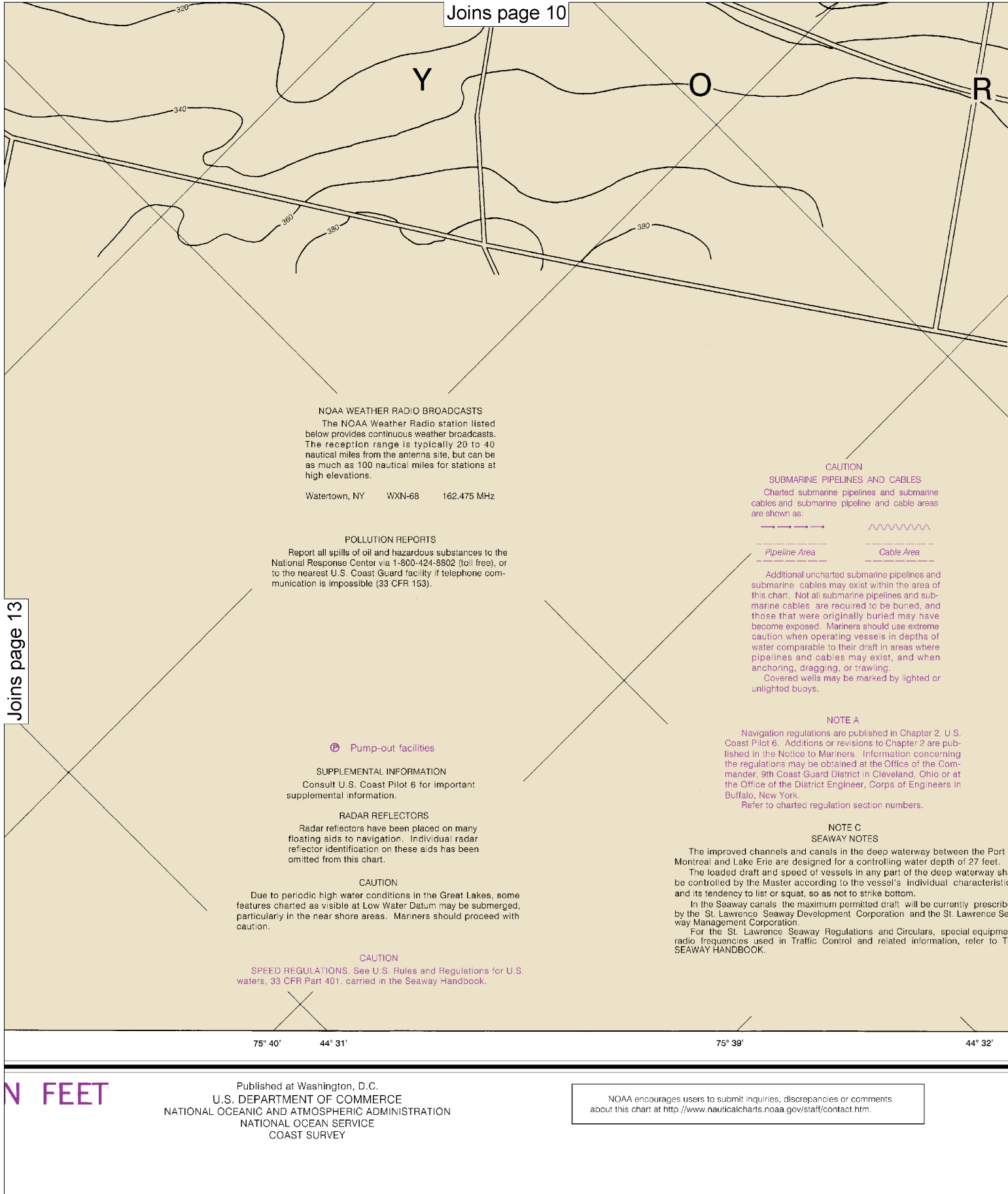
75° 41'

75° 40'

44° 31'

SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES  
ST. LAWRENCE SEAWAY - NEW YORK

# ST. LAWRENCE RIVER

## MORRISTOWN, N.Y. TO BUTTERNUT BAY, ONT.

Polyconic Projection  
Scale 1:15,000  
North American Datum of 1983  
(World Geodetic system 1984)

### SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.194' northward and 1.165' eastward to agree with this chart.

### NOTES

**PLANE OF REFERENCE OF THIS CHART (Low Water Datum).** Depths are referred to the sloping surface of the river when Lake Ontario is at elevation 243.3 feet. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

**AIDS TO NAVIGATION.** Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U. S. Coast Guard Light List.

**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1.

**BRIDGE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

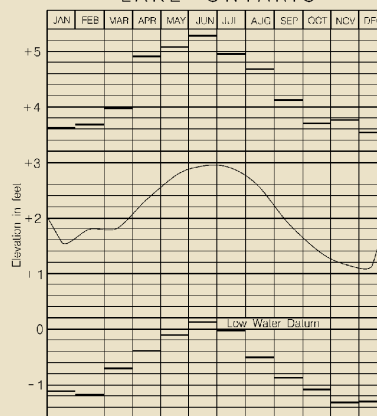
**AUTHORITIES.** Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

### CAUTION

#### POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

### LAKE ONTARIO



Average levels (2006-2015)  
Extreme Levels (period of record)  
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

75° 38'

44° 33' 75° 37'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Morristown to Butternut Bay  
SOUNDINGS IN FEET - SCALE 1:15,000

14770



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.